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Stalled on Transit in Maryland

Maryland Transportation Secretary Robert L. Flanagan's defense of the Ehrlich administration's delays in moving forward with the Purple Line [letters, Sept. 16] came two days after he assured *The Post* that the intercounty connector would begin construction in three years [Metro, Sept. 14]. Surely, the environmental sensitivity and community concerns related to the intercounty connector are as complex, if not more complex, than those related to the Purple Line.

I am glad to see the Ehrlich admin-

istration progressing on the intercounty connector. But we cannot place all of our transportation eggs in a single basket of roads. We must also use efficient mass transit to reduce congestion.

Mr. Flanagan's "Bi-County Transitway" study proposes that buses run on some of the most congested roads in the region, but motorists will not leave their cars at home to sit in traffic on a bus. Mr. Flanagan's study ignores the work done during the last governor's administration that identified

light rail on an existing, publicly owned, dedicated right-of-way as the most cost-effective option for the Purple Line. Under the prior administration's plans, the Purple Line could have been carrying commuters by 2008.

In contrast, the Ehrlich administration has no real plan for mass transit in this decade.

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